

Don't compromise. Maintain your faith—put heart and soul into any work and in time recognition is inevitable. You have not lost out while tomorrows last.—Herbert Kaufman.

# Honolulu Star-Bulletin

HONOLULU, TERRITORY OF HAWAII, SATURDAY, JULY 29, 1916.

Let a man hold to his lifework through mood and melancholy. Let him hold to it through headache and through heartache.—G. H. Morrison.

TWENTY-THREE

## ARMY

## News and notes of the Service in Hawaii and Elsewhere

## NAVY

### ADAIR'S DEATH AT CARRIZAL WAS THAT OF A HERO

Gallant Fight Against Overwhelming Odds; Popular in Service

Wallace E. Smith, the newspaper correspondent, writes that of all the heroic little band of Americans that withstood the Carrizal at Carrizal, about a month ago, the figure of Lieut. Henry Adair stands out as the most spectacular, according to members of the party which brought the nine bodies of those killed back to the United States.

"Mexicans" at Carrizal are still marveling at the bravery of those troops, and one of the party, "Especially so they have unlimited respect for Lieut. Adair. A Mexican who saw the whole affair told me of Adair's end."

"He fought like a demon. All around him were his dead men. Capt. Boyd had fallen with a bullet through his eye. But Lieut. Adair kept on. He had been shot in half a dozen places. There was blood across his face and over his arms. His blouse had been ripped off and he was bare to the waist."

"He was using his automatic like a machine gun sweeping the Mexicans with it as they closed in on him. Finally the pistol was empty. Then he swung his arm and hurled the pistol in the face of the leading Mexican."

"One of his black troops leaped his another. He shouted as he saw him. The Mexican in front of him began to back up together with the others. Adair began to struggle through the Mexican ranks. When they found him empty again they fought with their fists. It was too magnificent to last."

"They were reaching the little mission where Adair's wife had to order his property to leave him. His body was taken to the little mission where he was buried in the water."

Lieut. Henry Adair was born on the 15th day of April, 1885, in the state of Oregon. He entered the United States Military Academy August 1, 1900, graduating from that institution on the 15th day of June, 1904. He was assigned to the 10th Cavalry the same date and all of his commissioned service was with the organization in which he met his death.

As a cadet at West Point and during his life in the army Adair was beloved by all who came in contact with him. He was of a quiet disposition and very mild in his manner. The heroic way in which he culminated his service to his country perpetuates the best traditions of the army and his going will be recorded in history as a valiant but hopeless fight.

Pride in the undaunted courage he showed will mingle with the sorrow which all his friends feel at his tragic, untimely death, and will temper the grief of his family.

Lieut. Adair was the son of Samuel D. Adair of Portland, Ore., who died a few days after learning of his son's death; grandson of Gen. John Adair, the first collector of customs at Oregon, and great-grandson of Gen. John Adair of revolutionary fame and the first governor of Kentucky.

### HOW TO PREVENT ACID STOMACHS AND FOOD FERMENTATION

By a Stomach Specialist

As a specialist who has spent many years in the study and treatment of stomach troubles, I have been forced to the conclusion that most people who complain of stomach trouble possess stomachs that are absolutely healthy and normal. The real trouble, that which causes all the pain and difficulty, is excessive acid in the stomach, aggravated by food fermentation. Hyperacidity irritates the delicate lining of the stomach and food fermentation causes wind which distends the stomach abnormally, causing that full bloated feeling. Thus both acid and fermentation interfere with and retard the process of digestion. The stomach is usually healthy and normal, but irritated almost past endurance by these foreign elements—acid and wind. In all such cases—and they comprise over 90 per cent of all stomach difficulties—the first and only step necessary is to neutralize the acid and stop the fermentation by taking in a little warm or cold water immediately after eating, from one to two teaspoonfuls of bicarbonate of soda, which is doubtless the best and only really effective antacid and food corrective known. The acid will be neutralized and the fermentation stopped almost instantly, and your stomach will at once proceed to digest the food in a healthy, normal manner. Be sure to ask your druggist for the bicarbonate of soda, as I have found other forms utterly lacking in its peculiarly valuable properties.—F. J. G. For sale by Benson, Smith & Co., Chambers Drug Co., and Hollister Drug Co.—Adv.

### ARMY TRACTOR TESTS DEMONSTRATE EFFICIENCY



1. Tractor climbing 25 per cent grade, drawing 6-inch howitzer, two loaded caissons, and gun crew. Total weight hauled 17,000 pounds.

2. Six-inch howitzer and caissons half-buried in mud. One of the three tractors hauled them out on direct pull when its "caterpillars" got a grip on solid earth.

3. Type of marsh-land, muddy and soft, through which tractors hauled eight and a half ton loads. View shows tractor and load temporarily mired. With help of tractor seen in background, first machine extricated itself, then hauled load unaided to dry ground.

4. One of the trio doing a glide down into mud-filled creek. Took full load down through mud and water and up to dry land without a bit of difficulty.

They say an army mule is able to pull artillery out of places where nothing else can, but it is extremely doubtful whether a baker's dozen of "Missouri canaries" could have performed the tests necessitated by the trio of "caterpillar" type Holt heavy field artillery tractors at Espingarran Barracks a few weeks ago, from July 9 to 16.

Photographs of the tractor tests, taken by Capt. J. W. Kilbreth, 9th Field Artillery, one of the board of three army officers assisting Capt. Charles G. Mettler, ordnance department, armament officer, Hawaiian army district, in conducting the tests, are reproduced by the Star-Bulletin today, and give a graphic idea of the stunts gone through by the "gasoline mules." Capt. Mettler was assisted by Capt. A. McIntyre, 1st Field Artillery; Capt. Kilbreth, and Capt. G. H. Paine, 9th Field Artillery.

Everything from hauling a 6-inch field howitzer and two caissons loaded with the regulation supply of ammunition, making the total weight hauled 17,000 pounds, or eight and a half tons, up grades averaging 25 per cent, to dragging this huge load through a swamp land which would have left a traction engine stuck and yelling for help, was accomplished with no fuss at all by the "caterpillars."

Snapshot No. 1 shows a tractor pulling a 6-inch howitzer up a 25 per cent slope from a quick about 25 feet deep. The downward slope taken by the tractor and load going into the quick was 25 per cent, and coming out, 25 per cent. The photo shows the tractor on the 25 per cent slope, and making such a time that the soldiers and officers have to scramble to keep up with the machine.

Picture No. 2 shows a 6-inch howitzer with caisson in the mud of the swamp, the hubs of the wheels being under the surface. This is the same howitzer pulled out, with its two loaded caissons, by the tractor which became mired in coming out of the swamp because it broke through the thin top soil in the bank.

In snapshot No. 3 the tractor and its load are shown apparently hopelessly mired in the thick marsh mud. This view was taken after the machine had plowed through a marsh about 30 feet wide, with the mud deeper than the hubs of the artillery carriages.

Coming out, the tractor broke through the thin top soil and cut its way into the mud until the body rested on solid earth and tractive power was lost, the "caterpillars" revolving without traction. The other tractor is seen in the background. It was brought through the swamp alongside the mired load and hooked in front of the mired tractor.

Tractor No. 2 pulled the mired machine out to solid earth. Then the tractor which had been mired was connected by a cable to the howitzer and caissons and unassisted pulled the load out upon high and dry land on a direct drawbar pull.

The fourth view was snapped as one of the tractors was moving down hill, nosing into a creek in Waieli gulch back of Lihue. The creek bank shown in photograph is about three feet high with six inches of water and considerable mud in the stream. The tractor took its 17,000-pound load into the H-20 and came out without hesitating any more than if it had been on a macadam boulevard.

Unaided drivers and mechanics

### NAVY'S TARGET PRACTISE GIVEN FIVE GRADINGS

WASHINGTON, July 20.—Secretary Daniels has sent to the senate in response to a resolution by Senator Lodge a report on target practise efficiency of the Atlantic and Pacific fleets in 1915-16.

The secretary explained that the grades given in the report were established by Admiral Mayo for the purpose of bringing to the attention of the individual ships the general character of their work and his estimate on their proficiency. Battleships of the Atlantic fleet were graded as follows:

Excellent—Arkansas, Georgia, New York and Texas.

Good—Delaware, New Hampshire, Rhode Island and Wyoming.

Fair—Nebraska and New Jersey.

Unsatisfactory—Louisiana, South Carolina and Utah.

Poor—Florida, Kansas, Michigan and Virginia.

The performance of the armored ships of the Pacific fleet and the cruiser San Diego was rated as excellent.

No comment was made on the report when it reached the senate, where it was referred to the naval affairs committee.

who put the trio of tractors through the strenuous tests from which they emerged so successfully were as follows:

No. 1 tractor—Driver, Pvt. Roberts, Battery A, 1st Field Artillery; mechanic, 1st Field Artillery.

No. 2 tractor—Driver, Corpl. Pontney, Battery B, same regiment; mechanic, Chief Mechanic Klukau, also of Battery B.

Tractor No. 3—Driver, Pvt. Uroda, C Battery; mechanic, Mechanic McCarroll, C Battery.

Armament Machinist Dickson assisted the Holt Manufacturing Company's expert, C. A. Ralston, who came with the tractor from the factory to set up the machines and observe the tests in the care and handling of the machines.

Catton, Neill and Company, Ltd., have the local agency for the Holt line of tractors, and are much pleased with the outcome of the severe tests, which were much more difficult than a caterpillar tractor would be called on to perform in plantation work or ordinary hauling.

### Chiropractic

F. C. MIGHTON, D. C.

304 Boston Bldg. Over Henry May's



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### NAVY'S LARGEST GUN IS ABLE TO SHOOT 16 MILES

Dreadnought Pennsylvania is Ready For Service; Burns Oil; Has 14-Inch Guns

Recent despatches from Norfolk, Va., to the New York World state that while the United States was making active preparations to get the navy ready for possible service in Mexico there was unusual activity on board the battleship Pennsylvania, the latest, and what naval men say, is the most powerful ship in the American navy.

This big ship, but recently commissioned, has never seen any service. Her big guns have never been fired and her hull has only once ventured outside the Virginia Capes, and that when she was on her speed trial run.

But she is ready for service, and navy men say she could do more damage than any other two ships in the navy with her big 14-inch guns. Her crew, too, is made up almost entirely of men from other ships in the navy.

Burns Oil Exclusively

The Pennsylvania burns oil exclusively, and in a single day she took on board 150,000 gallons, just one-third of the quantity she will need when she goes on a cruise. She can fill her tanks in three hours, and only two men are required in the task.

Her Long-Range Guns

The Pennsylvania, with her big guns, would be able to bombard Vera Cruz, if it became necessary, from 16 miles at sea. She could remain that far out and drop shells from her 14-inch guns right in the heart of Vera Cruz as easily as she could at 1000-yard range.

The battleship Nevada, of the same type as the Pennsylvania, has been trying out her big guns off Tangier Sound in Chesapeake Bay, exploding big shells against the sunken hulk of the old battleship San Marcos, formerly the Texas, and the ram Katakash, both of which were sunk by shell fire from ships of the Atlantic fleet.

On that day the board was placed on the side of the launch's platform for the information of visitors and photographers in that position. The Henderson at Philadelphia was launched the same day as the Cuyana at Mare Island. The Cuyana is the third ship of her class to be launched at Mare Island within less than two years.

Horses imported into Argentina are taught to avoid a poisoning weed that the native animals shun naturally, by forcing them to inhale smoke from burning piles of the weed.

### F-4 WAS NOT FIRST ILL-FATED SUBMARINE BUILT IN AMERICA

Four Crews Killed by "Hunley" Confederate Submersible Built at New Orleans

How the first successful submarine—successful in sinking a warship but also proving the coffin of its crew—was built in New Orleans in 1862, is told in a recent issue of Harper's Magazine.

Three men, Capt. W. L. Hunley, Capt. James McClintock and Baxter Watson, began building submersibles. After two attempts, the builders constructed, largely out of a cylindrical boiler which happened to be on hand, a boat thirty feet long, four feet wide, and five feet deep—a huge iron coffin in looks, a huge iron coffin in her brief career to fully thirty-two brave men, and withal one of the most remarkable craft that ever rode the waters. Her power was that of eight men who turned the shaft of an ordinary propeller, in default of storage batteries and gasoline motors. There were ballast-tanks to take in sea-water, and a force-pump to eject it. She submerged by taking in water and by depressing external fins like those of a fish, and traveled very slowly when submerged, the men working in total darkness save for the light of a single candle, and so crowded together that no one could leave his seat or his position—the two navigators standing with their heads in the two hatchways by which the boat was entered and left.

In Charleston Harbor, in midsummer, 1863, her career of stark tragedy began. Lieut. John Payne, C. S. N., volunteered to take command, and there was rivalry between this boat, the Hunley, or the "American Diver," as she was called, and the David, which assailed the Federal Goliath, the New Ironsides, and did her such serious injury.

To return to the Hunley, Lieut. Payne was getting ready for a first attack with his submarine, after several successful under-water plunges under war-ships in the harbor, when a swell swamped the boat, drowning eight men. Lieutenant Payne alone escaping. In a precisely similar happening soon after, six more men were lost. Raised again, this floating boiler was turned over

to a civilian crew headed by Captain Hunley himself, under whom she practiced for many weeks, until, on October 15, 1863, because of careless handling, probably by Hunley himself, she once more dived to the bottom and there remained for nine days, with nine additional victims drowned or asphyxiated within her.

Throughout November and December, 1863, and January and part of February, another devoted crew practiced, unceasingly under most trying conditions; night after night they risked their lives in vain efforts to reach the Federal fleet, being driven back again and again; for they could only make five knots at best, by wind and tide and sea, or the coming of daylight—a story of amazing endurance in midwinter and the most heroic in a craft which might sink at any moment.

At last the night came when conditions favored an attack. With Lieut. George E. Dixon in charge, the boat reached the Federal sloop-of-war Housatonic. The deck officer hailed; there were shots fired; but this extraordinary engine of death drove steadily on, its hour come. The brave men within steadily turned their crank-shaft, not knowing what second their lives would end, but prepared for the worst.

Five minutes after the officer of the deck discovered "something like a plank upon the water," the Housatonic was on the bottom with the loss of two officers and three seamen. Neighboring ships sent boats' crews for the reason, though wondering whether they, too, might not perish in the twinkling of an eye by this same mysterious agency that had stolen into the middle of the fleet like a thief in the night. But no first did they see of the craft.

Several years later divers found the Hunley in the wreck of the Housatonic, either sunk by the explosion or by being sucked into the hole the torpedo had created. Twenty feet was not a sufficient distance from her own engine of destruction. This time the iron coffin was not raised; she, the first successful submarine, is still the tomb of the men who paid nine lives for a Yankee sloop-of-war, and now have a share in the monument to those heroes that stands on the battery at Charleston.

### EUROPE HAS DEFINITE SYSTEM OF PAY FOR SOLDIERS' WIVES

Families of Fighters are Given Regular Support Both in Peace and War Times

Data regarding the relief provided by European governments for the families of their soldiers has been prepared by the legislative reference division of the library of Congress, and printed as a public document by Senator Chamberlain, chairman of the military affairs committee.

The Christian Science Monitor synthesizes it as follows:

Austria—In case of mobilization parents and relatives of a soldier are entitled to an allowance, if dependent, the rate being fixed and announced every year in advance. In peace times when soldier is called for drill period his dependents are allowed 50 per cent of ordinary day laborer's pay.

Hungary—Allowances to destitute families.

Belgium—In peace time 15 francs a month is deducted from soldier's pay for his dependents; in mobilization one-half franc a day for one child and one franc for several children.

France—In peace, daily allowance of 1 franc 25, plus one-half franc for every child under 16; in war, same.

Germany—In peace, for wives, 20 per cent of local salary of workman and for each other dependent 10 per cent; families having three sons in army or navy receive 240 marks a year every time a new son is in active service. In war, minimum allowance for wife 9 marks a month from May to October and 12 marks from November to April; for other dependents 6 marks a month each. Part of this may be paid in breadstuffs, potatoes, fuel, etc.

Great Britain—Army: For wife of private or corporal, 12s. 6d., and 2s. 6d. a week for each of the first three children and 2s. for each additional child. For wife of non-commissioned officer, from 15 to 25s., and 2s. for each of the first three children, and 2s. for each other child. London families are allowed extra 3s. 6d. weekly. Navy: Wife allowed 6, 8 and 9s., according to husband's grade, 2s. for each of first two children; motherless children 3s. each. Boys under 14 and girl under 16 are entitled to the allowance. London families are allowed 3s. 6d. additional. The government allowance to families is added by right to the allotment which soldiers or sailors must make from their pay.

Italy—In peace, for families of recruited soldiers daily allowance of 1.50 for mother, 1.25 for each child in capitals of provinces, and 1.00 and 1.50 for mothers, 1.00 for each child script's families monthly allowance of 15 lire.

Russia—Certain dependents of soldiers of inferior rank allowed maintenance grant in kind corresponding to at least 1 pound and 15 pounds of flour, 10 pounds of groats, 4 pounds of meat, 1 pound and 25 pounds of vegetables per person; children under 15 allowed one-half this grant; children above 17 not entitled to allowance unless unable to work. Families of salaried men called to colors, allowed: the whole salary for wife and more than five children; three-quarters salary for wife and four or five children; two-thirds salary for wife and no more than three children; one-half salary for wife alone; one-third salary if family consists of parents or grandparents, or dependent brothers.

### COIN DECIDES WHERE TROOPERS WILL FIGHT

WINDSOR, Canada.—By the flip of a coin four former members of the United States Army who met here settled the vexed question as to what country they should fight for. "Heads for Europe, tails for Mexico," called one of the group, and the others, seeing a coin was tossed into the air. "Heads it is," was the announcement, and one hour later the men had been passed medically and were signed up with the Canadian Mounted Rifles. They were sent on to Hamilton to join the regiment there. Joseph J. Stafford of Brainerd, Minn.; Frank G. Pearce of Cleveland; Fredrick Gideon of St. Charles, Mo.; and Mack Peters of Chicago, formerly of the Fifth, Twelfth and Seventeenth United States Infantry, are the four.

### WAR HORSES AND MULES.

There were in this country on Jan. 1 last 21,600,000 horses and 4,500,000 mules, according to figures just compiled for the war department by George M. Rommel of the department of agriculture. Many of these are totally unfit for war service of any description. Since the European war began 5,015,5 horses and 1,000,000 mules have been exported.